

REPORT

CD NO. 25X1

25X1

DATE DISTR. 8 July 1954

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

PLACE
ACQUIRED

DATE
ACQUIRED

DATE OF IN

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The offices of the MVD and the MGB [] did not have any organic aircraft for their particular operations. Byuro No 1 of the MGB, [] later was absorbed by the 9th Section (Otdel) of the Second Chief Directorate (SCD), MGB. (In Russian, Vtoroye Glavnoye Upravleniye - VGU.)
2. As a rule, personnel of the 9th Otdel who travelled by air between Moscow and Berlin or Vienna used the facilities of the Soviet Long Range Air Force (Aviatsiya Dal'nego Deystviya) although there was no official connection between the two agencies. The planes of the Long Range Air Force were used primarily by the field postal service (Polevaya pochta) in carrying mail between the USSR and the occupied areas where Soviet troops were stationed. The planes were not designed to carry passengers, had no heating facilities, and were very uncomfortable.
3. The aircraft used were two-engine planes which were referred to as "pigeons" (golubi). The 9th Otdel had been using the facilities of the Long Range Air Force since about 1950 or 1951 [] [] at a time when Soviet troops were stationed there.
4. Pilots of the Long Range Air Force were reluctant to serve the 9th Section and created difficulties whenever they could. Before the MVD could make use of one of these planes, a great deal of paper work was required. Once Major Tamara Nikolayevna Ivanova, now Chief of the Austrian Sub-section of the 9th Section, [] had to wait over four hours at the airdrome in Astashkovo (about 45 miles east-southeast of Moscow, N 55-32, E 38-40) because permission to leave depended on a major general who was in charge.

25X1

25X1

25X1

25X1

25X1

25X1

CLASSIFICATION

S E C R E T

[illegible]

25X1

25 YEAR RE-REVIEW

S E C R E T

-2-

25X1

5. The MVD rarely granted its agent permission to travel in aircraft of the Civil Air Fleet (Grazhdanskiy Vozdoshnyy Flot-AEROFLOT) but on 13 Jan 54 [redacted] An exception had been made in this case because of operational exigencies. On this particular flight there were several foreigners. 25X1
6. The Long Range Air Force occasionally carried passengers who were not agents of the MVD.
7. [redacted] only one instance when the 9th Section utilized MVD aircraft, a Douglas twin-engine plane which belonged to the MVD Border Troops. 25X1
[redacted] 25X1
8. This Douglas twin-engine was a specially luxurious plane. The center area of the main cabin had a large divan, some easy chairs, and a small table.
9. [redacted] 25X1
10. This Douglas plane carried, in addition to the passengers, two pilots and one other officer of the MVD Border Troops who sat in front with the pilots. The pilots were clad in flying gear and the colonel and the other Border Troop officer wore the appropriate uniform and caps with green headbands. The colonel acted as plane commander but he did not wear any aviation insignia. On his right breast he wore the "Chekist" badge (with the mallet in a downward position). [redacted] 25X1
[redacted] 25X1

- end -

25X1

S E C R E T